

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 6:39 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 304 Const Calendar Day: 415 Date: 24-Jul-2013 Wednesday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 06:00 pm Break: 01:00 Over Time: 02:00

Federal ID:

Location:

Reviewer: Shedd, Bill Approved Date: 20-Nov-14 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Clear, warm

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

Oversight of IERBYS pavilion soil excavation. Track progress of FWS installation of mechanical piping.  
Misc. MEP paperwork and write diaries.

**04-0120F4 Bid Item: 121 0-000-000.121 CCSF RECLAIM WATER (6 NPS)**

F.W. SPENCER AND SON, INC

**Diary:**

Dispute

**6" DIP/cable rail post interference 121 0-000-000.121**

As the cable rail posts were installed along the inboard barrier of the WB bridge, it was noted that in many locations, the 6" CCSF Reclaimed Water Main was in contact with the posts. Per the Contract Plans and the approved shop drawings, there should have been 18mm clearance between the post and pipe.

I calculated that the outer edge of pipe should be 162mm from the W-5 line (the edge deck). At 1430, I went to the WB bridge and measured the distance between the edge of pipe and the edge of the deck.

At approximate PP 13, the cable rail post was touching the pipe, and the distance between the pipe and edge of deck was 145mm.

At approximate PP 17, the cable rail post was touching the pipe, and the distance between the pipe and edge of deck was 145mm.

At approximate PP 19 and PP 22, the clearance between the cable rail post was approximately 20mm, and the distance between the pipe and edge of deck was 176mm.

At approximate PP 30, the cable rail post was touching the pipe, and the distance between the pipe and edge of deck was 155mm.

At approximate PP 32, there was clearance between the cable rail post and the pipe, and the distance between the pipe and edge of deck was 160mm.

I passed this information on to Bill Shedd, CT, and Adil Mohammed, PB.

**04-0120F4 Bid Item: 122 0-000-000.122 CCSF SEWER FORCE MAIN (10 NPS)**

F.W. SPENCER AND SON, INC



ddrRptbyBidItem

## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Feather, Bernard

Diary #: 304

Date: 24-Jul-2013

Wednesday

### Diary:

Dispute

**10"DIP installation** 122 0-000-000.122

The FWS shift was 10 hours today.

Dave Law, Wayne Ellis, and Ian Burkhart spent the shift installing the 10 CCSF Sewer Force Main with tee attached at PP 43 along the EB bridge.

Sal Gomez spent the shift modifying the PS-5 and the PS-10 in the expansion loop at PP 125 to match the flow line of the 10 CCSF Sewer Force Main.

Narciso Biagi spent the shift supporting all the operation for the day is the general foreman. Tom Colombo assisted as superintendent.

**04-0120F4 Bid Item: 126 0-000-000.126 COMPRESS AIR (4 NPS)**

F.W. SPENCER AND SON, INC

### Diary:

Dispute

**Bike Path Piping** 126 0-000-000.126

The FWS shift was 10 hours today.

Tim Esquivel spent the shift welding the 4" CA line around the belevedere light post pedistal at PP 121 along the bike path. Josh Johnson assisted this operation.

**CCO-187 Bid Item: 001 0-MSI-EFA.187 MEP/Structural Interferences**

F.W. SPENCER AND SON, INC

### Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> F.W. SPENCER AND SON, INC								
Plumber/Pipefitter	JNM	NARCISO BIAGI	2.00	0.00	0.00	2.00		<input type="checkbox"/>
Plumber/Pipefitter	FOR	TOM COLOMBO	1.00	0.00	0.00	1.00		<input type="checkbox"/>

### Diary:

Dispute

**Mechanical Piping** 001 0-MSI-EFA.187

The FWS shift was 10 hours today.

Barry Mullaney welded the backing plates for the PS-14 similars along the barrier at hinge AW and AE per the direction given in the response to RFI 3260R00. Jim Perry assisted. Barry M. used a welder and various small tools to complete this work.

Narciso Biagi assisted for 2 hours as the field foreman and Tom Colombo for one hour as the general foreman.

**CCO-321 Bid Item: 001 0-BDW-EFA.321 IERBYS Building Work**

CONCO PUMPING

### Diary:

Dispute

**IERBYS Site work** 001 0-BDW-EFA.321

Proxy for CCO 335 until the CCO information is in PMIV.



## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Feather, Bernard

Diary #: 304

Date: 24-Jul-2013

Wednesday

I arrived on site at 0720 and met with Chris Bledsoe, CT Construction Environmental. He said Dave Dell'osso, GNR (Caltrans remediation contractor) had arraigned for 11 trucks to haul the excavated soil off site. Bay Cities began excavating the IERBYS pavilion foundation at 0700, and by 0730, 2 trucks had been loaded and left the site.

I returned to the site at 1015. By 1030, all 11 trucks had been loaded. Chris informed me that Bay Cities will continue excavating the foundation, stockpiling it on the east side of the site along the fence line, placing the excavated material on visqueen. GNR will come in at 0200 on 7-25-2013 with the intention of hauling off all the stockpile and being off site by 0700 (Chris Bledsoe will monitor the loading and handle manifests.) I noted a light pole foundation in the center of the excavation which was not shown on the plans. I asked Brian Peterson about whether this will affect the estimate. He said that unless Bay Cities has issues with it, they will remove it as part of the excavation.

At approximately 1100, an on-site meeting was held between myself, Saba Mohan (CT Geotech), Mike Kapuskar (Earth Mechanics, CT Geotech Consultant), Brian Petersen (ABF), Karen Wang (HNTB), Jose Gonzalez (CONCO Foreman), the PG&E representative, and the HNTB structural engineer via telephone. The following was discussed:

1.The 11' wide section of the excavation over the PG&E line will only be excavated down to 18". The rest of the excavation will be down to 32." The PG&E rep indicated that will leave enough cover to protect the high pressure gas line. CT Geotech agreed that differential settlement due to a shallower excavation should not be a problem.

2.An RFI was submitted requesting an alternate source for the Class 2 aggregate base. The HNTB structural designer and CT Geotech has seen the testing analysis of this alternate fill and has bought off on it. I verbally gave Brian Petersen o.k. to use the alternate fill, pending the response to the RFI.

3.CONCO will roll the excavated area, including the 11' section over the PG&E line when they finish excavation. This operation should start after lunch break today.

4.CONCO will backfill the area excavated to 32" with the alternate fill tomorrow, then roll compact it. They will then place the bedding sand and compact it. The 11' section over the PG&E line will not have the bedding sand. In lieu of the bedding sand, CONCO will place a 6 mil layer of visqueen vapor barrier, extending 2' beyond the edge of the section into the deeper excavated area. The visqueen should keep the concrete slab from curing differentially.

I returned to the site at 1400. Excavation was almost complete. Bay Cities was using a grader to level the bottom of the excavation to final grade, and a skip loader to move soil to the stockpile. I left the site at 1415, returning at 1515. Excavation was complete, and the CONCO had completed compaction of the excavation footprint before going off shift at 1530.